I. CYPRUS

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This document has not been adopted by the European Commission and should therefore not be relied upon as a statement of the European Commission. The purpose of this document is merely to provide a comprehensive overview based on available information without claiming to be exhaustive. Although stakeholder consultation has taken place to verify the collected information, it is possible that this document does not reflect the view of all stakeholders involved. This document has been updated until February 2011.

This country report provides a comprehensive overview and assessment of the current state-of-play with regard to Maritime Spatial Planning (MSP) in Cyprus. After detailing the country characteristics, its most important maritime activities are presented. Next, the country report discusses the legal aspects, key players, plans and projects related to Integrated Coastal Zone Management (ICZM) and MSP as well as the relevant international initiatives and platforms for cooperation. To conclude, the main findings related to Maritime Spatial Planning are summed up. The sources of information used and persons contacted are listed at the end.

I.1. COUNTRY CHARACTERISTICS

Cyprus is a Eurasian island in the Eastern Mediterranean. It is a Member State of the European Union and the third largest island in the Mediterranean Sea, after Sicily and Sardinia. Cyprus is surrounded by a variety of countries: Egypt, Greece, Israel, Lebanon, Syria and Turkey. Cyprus is divided into a Greek Cypriot part and a Turkish Cypriot part. Although Cyprus as a whole is considered to be an EU Member, implementation of the acquis communautaire has been suspended in the Turkish part. A summary of Cyprus’ most important coastal and marine characteristics is presented in Table 1.

\(^1\) For the purpose of this study 20 country reports have been drawn up in total. Relevant available information on Monaco is included in the case study of the Western Mediterranean and information on the United Kingdom (Gibraltar) is included in the case study of the Alboran Sea.
Cyprus has established its Exclusive Economic Zone in accordance with the provisions of the United Nations Convention on the Law of the Sea (1982)². Turkey deposited an objection with the UN with regard to delimitation agreement between Egypt and Cyprus (2003) and claims that the EEZ delimitation would negatively affect (sword) fishery in the Mediterranean Part of Turkey. Consequently, reaching agreement(s) between states to conserve and optimise the utilisation of the vulnerable fish stocks may be necessary. In addition, potential mineral and oil resources are believed to be another core issue for debates³.

Table 1: Country characteristics – Cyprus

<table>
<thead>
<tr>
<th>Coastal regions</th>
<th>Cyprus</th>
</tr>
</thead>
<tbody>
<tr>
<td>Paphos, Limassol, Larnaca, Famagusta</td>
<td></td>
</tr>
<tr>
<td>coastline length*</td>
<td>782 km</td>
</tr>
<tr>
<td>Water depth</td>
<td>Data not available</td>
</tr>
<tr>
<td>Maritime zones</td>
<td></td>
</tr>
<tr>
<td>Territorial sea**</td>
<td>12 nm</td>
</tr>
<tr>
<td>Area (km²)</td>
<td>13 679</td>
</tr>
<tr>
<td>Contiguous zone***</td>
<td>24 nm</td>
</tr>
<tr>
<td>/</td>
<td></td>
</tr>
</tbody>
</table>

² Based on feedback from government Cyprus


I.2. MARITIME ACTIVITIES AND THE PROTECTION OF MARINE AREAS⁴

In Cyprus, the expansion of a number of activities resulted in competition between these uses in terms of space and in an increased pressure on the island’s marine environment.

Mariculture has been developing in Cyprus, with a marine production of about 3 267 tonnes in 2009⁵. Mariculture, in terms of sea area suitable and acceptable for cage farming in particular, faces from time to time competition with other uses such as maritime traffic, marine and coastal tourism and fisheries⁶.

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² All coastal States are entitled to establish their maritime zones, including the Exclusive Economic Zone in accordance with international law and more specifically UNCLOS; it is not necessary for a coastal State to conclude delimitation agreements with all neighbouring countries so as to enforce EEZ rights; the area of the EEZ will be determined temporarily on the basis of the principle of equidistance / median line (Ministry of Foreign Affairs of Greece, e-mail February 10, 2010).


⁴ Main sources of data: among others: Institute of Shipping and Logistics, European Cruise Council, EWEA, EUROSTAT and Food and Agriculture Organisation of the United Nations.

⁵ In Cyprus, mariculture is undertaken with the use of deep sea cages with onshore hatcheries.

⁶ Cyprus is one of the Mediterranean’s most popular tourist destinations, which possibly implies competition between this sector and other Cypriot maritime activities.
In 2008, 1,169 fishing vessels (5,383 GT) were present. 77.8% of these vessels were in the 0 – 8.9 m range while 22.2% were in the 9 – 33 m range. The landings in 2008 amounted to 2,011 tonnes.

At the moment, priority for the development of mariculture is given to the Vasiliko-Moni area, located along the southern coasts of Cyprus. At present, the area is considered as an ‘unofficial’ mariculture zone. The designation of aquaculture zones is on the forefront of thinking by the Department of Fisheries and Marine Research, so as to mitigate problems and ensure a sustainable future for the sector. The relatively large amount of capital needed for the development of mariculture makes MSP, and the creation of (official) mariculture zones in particular, a pressing need for the sustainability of the sector. The creation of official mariculture zones avoids competition for space with other maritime activities and this certainty improves the investment climate.

In the near future, mariculture sites currently licensed in the Vasiliko-Moni area will face competition with maritime traffic. The government of Cyprus decided to build an onshore energy centre in the same area, which will include facilities for the import, storage of strategic and operational stocks, management, distribution and export of oil products, as well as facilities for the import, storage and regasification of Liquefied Natural Gas (LNG). The Vasilikos Energy Centre is expected to be operational in 2014 and will significantly increase maritime traffic in the area. Furthermore, the Cyprus Ports Authority plans to develop a new commercial port at the Vasilikos area.

Figure 1 provides insight into the location of the Vasiliko-Moni area as well as the main maritime traffic routes (2005) near Cyprus. Overall, maritime transport is most intense in the southeast of Cyprus. In 2008, Cyprus had 247 ships in controlled fleet and 111 ships under Cypriot flag. Cyprus’ most important container port Limassol reported a throughput of 248,459 TEU in 2008. Limassol is also an important cargo port, handling 4,399,000 tonnes in 2007.

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7 FAO, Yearbook of fishery statistics.
9 Only including ships of more or equal to 1,000 GT.
The plans for the Vasilikos Energy Centre have given rise to other energy related investments in the same sea area. Cyprus is currently embarking on hydrocarbon exploration in the southern area of its Exclusive Economic Zone. In 2008, the Republic of Cyprus launched a Strategic Environmental Study on the issue. The hydrocarbon sector is a specific sector in which Cyprus’ neighbouring States have been engaged for decades and which could be an important future maritime activity for Cyprus.

Future offshore energy plans may lead to compatibility problems with maritime traffic which is illustrated in Figure 2.

Figure 1: Vasiliko-Moni area and the main shipping routes near Cyprus (2005)


Figure 2: Hypothetical compatibility problems between shipping routes and energy plants in Cyprus

Source: Policy Research Corporation
Concerning offshore wind farms, 4C Offshore\textsuperscript{10} – an independent marine energy consultancy company – indicates that no offshore wind farms are foreseen. However, based on the new developments in this sector, Cyprus examines the possibility of offshore wind farms to be developed in the future. Potential offshore wind farms will give rise to the development of pressures on the marine environment\textsuperscript{11}.

Pressure on the island’s marine environment has increased as a result of the expansion of mariculture, hydrocarbon activities, expected increase in maritime traffic, desalination plants and fisheries. As regards the protection of the marine environment – according to the Network of Managers of Marine Protected Areas in the Mediterranean (MedPAN) – Cyprus has established in 1989 one Marine Protected Area which is detailed in Figure 3. Moreover, within the implementation of the Habitat Directive, 92/43/EEC, five marine areas were included in the Natura 2000 network (Figure 4) According to the most recent information available to the European Commission (GIS calculated values, mid-2009), the marine area designated as NATURA 2000 measures 51 km\textsuperscript{2} in Cyprus\textsuperscript{12}.

Moreover, Cyprus committed to biodiversity conservation both nationally and internationally through, among others, the following instruments:
- Barcelona Convention (Barcelona Convention of 1976, amended in 1995);
- Convention on Biological diversity (Biodiversity Convention of 5 June 1992);
- Habitats Directive (1992/43/EEC);
- Cyprus’ Environmental Protection Law.

\textsuperscript{11} Demetropoulos, A., 2007, Marine Spatial Planning in Cyprus.
Figure 3: Marine Protected Area (‘Lara Toxeftra’) – Cyprus

**Marine Protected Area ‘Lara Toxeftra’**

- Turtle reserve
- Both a terrestrial and marine area
  - Marine surface: 5.5 km²
  - Terrestrial surface: 1.0 km²
- Legal status: Nature reserve *

* No data available on the international recognition of the Lara Toxeftra MPA


Figure 4: Marine Sites within NATURA 2000 network – Cyprus

Source: Government of Cyprus
I.3. LEGAL ASPECTS AND KEY PLAYERS

In Cyprus, there is no single law for Maritime Spatial Planning and / or for resolving competition between uses of marine areas. If competition between uses of marine areas cannot be resolved on a service or ministerial level, complaints are submitted to the Council of Ministers for decisions.

At the national level, the Council of Ministries has the overall responsibility for the formulation of environmental policy. Environmental Policy is coordinated by the Ministry of Agriculture, Natural Resources and Environment (MANRE), with the exception of land-use and spatial planning which is the responsibility of the Ministry of the Interior.

MANRE’s Environment Service plays a coordinating and integrating role, both with other parts of the MANRE, as well as between the MANRE and other ministries in Cyprus. This is necessary, as environmental responsibilities are fragmented between various departments and ministries. Nevertheless, as parallel policies – dealing with the development of coastal resources – are designed and implemented by separate competent authorities, a coherent overall approved framework for the development in the coastal zones is often absent.

In Cyprus, spatial plans are developed at three levels, namely the Island Plan, the Local Plans and the Area Schemes. The coastal zone is not a unified planning area. Therefore, there is no separate institutional or land-use planning framework specifically pertaining to the coastal areas. Coastal land-use zones form part of several development plans applying to different local administrative areas. Moreover, there is no single legal or functional planning definition of the coastal zone or the coastal area.

Even though there is no specific ICZM legislation, overall planning legislation is well-developed and allows to exercise regulatory controls and to pay particular attention to the coastal area.

The national legislation relevant for Maritime Spatial Planning in Cyprus includes the following:

-- The Territorial Sea Law, No. 45 of 1964;

13 European Commission – DG Environment, Evaluation of Integrated Coastal Zone Management (ICZM) in Europe – Cyprus.
14 Constantinidou J., State-of-play in implementing the EU ICZM recommendation.
15 The ‘Island Plan’ is the strategic Spatial Plan for the island that remains however inactive since 1974 due to the division of the island; therefore, a ‘Statement of Policy for the Countryside’ was introduced, covering all areas outside the boundaries of Local Plans or Area Schemes; the ‘Local Plans’ are the middle tiers of development plans and cover the main urban areas; the ‘Area Schemes’ cover specific smaller areas of particular interest and detail site-specific development proposals on the basis of guidelines and policies of the Local Plans or the Policy for the Countryside.
17 European Commission – DG Environment, Evaluation of Integrated Coastal Zone Management (ICZM) in Europe – Cyprus.
Exploring the potential of maritime spatial planning in the Mediterranean

- Continental Shelf Law, Law No. 8 of 5 April 1974;
- Law to provide for the Proclamation of the Contiguous Zone by the Republic of Cyprus, 2 April 2004;
- Law to provide for the Proclamation of the Exclusive Economic Zone by the Republic of Cyprus, 2 April 2004;
- Environmental Protection Law: regulates nature, wildlife, water pollution and Environmental Impact Assessments;
- Foreshore Protection Law: applicable to the foreshore (90 m from the highest sea level) and regulates activities in this area;
- Fisheries Law and Regulations;
- Fishing Shelters Law;
- Aquaculture Law;
- Legal provisions for setting up Marine Protected Areas can be found in:
  - Habitats Directive Law (setting up NATURA 2000 sites);
  - Fisheries Law (setting up protected areas for the conservation needs of any aquatic species).

With regard to hydrocarbon activities, international agreements were signed with Egypt and Lebanon:
- Egypt:
  - Delimitation of the EEZ, ratified by law in 2003;
  - Framework agreement concerning the development of cross-median line hydrocarbon resources (2006) (awaiting ratification);
- Lebanon:
  - Delimitation of the EEZ (2007) (Awaiting ratification);
- Negotiations pursued with non-Member States of the EU, Israel and Syria.

I.4. National and sub-national plans, projects and studies related to ICZM and MSP

a/ Integrated Coastal Zone Management

A Coastal Area Management Programme for Cyprus was implemented in the period 2006 – 2008, aiming at the elaboration of Integrated Coastal Zone Management in Cyprus. The CAMP Cyprus led to the formulation of a National ICZM Strategy, which is currently being finalised. Table 2 details the programme’s objectives and its results. Post-project activities are currently still ongoing.
Table 2: Coastal Area Management Programme – Cyprus

| Area covered: | • Addressing CAMP to the whole island in view of the common issues and policy changes that affect the future management of coastal areas  
| Major problems and issues: | • Local area focus to capture opportunities and problems  
| Project activities: | • Multiple threats to the coast due to development pressures  
| Strategic Environmental Assessment (SEA)  
| Carrying Capacity Assessment  
| Resource valuation  
| Results: | • Elaboration and application of three important tools of coastal zone management within the context of the ICZM framework  
| Timeframe: | • Implementation: 2006 – 2008  
| | • Post-project activities: 2008 – 2010  

Source: Policy Research Corporation based on PAP/RAC, the Coastal Management Centre, www.pap-thecoastcentre.org

I.5. INTERNATIONAL INITIATIVES RELATED TO ICZM AND MSP

International initiatives (including EU-funded projects) related to ICZM and MSP in Cyprus are presented in Annex II of the final report.

Cyprus is involved in the EU-funded project COASTANCE (Croatia, Cyprus, France, Italy, Greece and Spain).

I.6. MAIN FINDINGS RELEVANT FOR MARITIME SPATIAL PLANNING

The main findings with respect to the potential for the application of Maritime Spatial Planning in Cyprus are:

Country characteristics and maritime activities of Cyprus:

− Cyprus borders (potential) maritime zones of six other Mediterranean countries;
− Maritime traffic is most intense in the south-east of Cyprus; moreover, in this area hydrocarbon resources are likely to be exploited in the future;
− Cyprus has established an Exclusive Economic Zone;
− The development of the onshore Vasilikos Energy Centre is expected to result in a significant increase of maritime traffic along the south coast of Cyprus; this may create potential competition with mariculture sites licensed in the same area (Vasiliko-Moni area); the development of this onshore centre is also expected to trigger additional offshore energy-related activities which, in their turn, may compete with maritime traffic.
Current status of Integrated Coastal Zone Management and Maritime Spatial Planning:

− A National ICZM Strategy is currently being finalised;

− Even though there is no specific ICZM legislation nor a law for MSP, Cyprus has a well-developed planning legislation through which it exercises regulatory controls and pays attention to the coastal area; when competing activities occur, the case is submitted to the Council of Ministers for a decision;

− MSP would be a possible planning tool with regard to the expansion of maritime activities and environmental protection commitments in Cyprus, especially in the Vasiliko-Moni area.
I.7. **OVERVIEW OF SOURCES OF INFORMATION USED AND PERSONS CONTACTED**

*a/ Sources of information used:*

- Constantinidou J, *State-of-play in implementing the EU ICZM recommendation*;
- European Commission – DG Environment, *Evaluation of Integrated Coastal Zone Management (ICZM) in Europe – Cyprus*;
- FAO, *Yearbook of fishery statistics*;
- Glafkos Constantinides, 2002, *CAMP Cyprus, Diagnostic and Feasibility report*;
- Kassinis, S., 2009, *Offshore hydrocarbon activities in the Republic of Cyprus*;
- PAP/RAC, the Coastal Management Centre, www.pap-thecoastcentre.org;
- Strati, A. – Ministry of Foreign Affairs (Greece), e-mail February 10, 2010;
- The Safemed Project - Maritime traffic flows and risks analysis in the Mediterranean Sea, www.safemedgis.org;
- The Network of managers of Marine Protected Areas in the Mediterranean, www.medpan.org;
- World database on protected areas, www.wdpa.org;

*b/ Persons contacted:*

- Mr. Andreas Demetropoulos, Cyprus wildlife society;
- Mr. Jason Sofos, Coastal section – Ministry of Communications and Works, Coastal section.

Cypriot authorities have provided feedback on a draft version of the country report.